

NEW-YORK DAILY TRIBUNE, SATURDAY, AUGUST 9, 1856.

Financial.

DIVIDEND—OCEAN BANK.—A Dividend of THREE AND A HALF PER CENT. on the Capital Stock has been declared, payable on the first day of August next. The Trustee Bank will pay it after that day. By order of the Board. PARKER HANCOCK, Cashier.

New York, July 30, 1856.

NEW YORK FIRE AND MARINE INSURANCE COMPANY.—New York, Aug. 1, 1856.

THE DIRECTORS have THIS DAY declared a SEMI-ANNUAL DIVIDEND of EIGHT PER CENT., payable on demand.

CARLISLE NORWOOD, Secretary.

UNITED STATES TRUST COMPANY.—N. Y.—Y. R. K.

CAPITAL ONE MILLION DOLLARS.

THE COMPANY IS A LEGAL DEPOSITORY OF MONEY PAID INTO COURT, and is authorized to act as guardian or receiver of estates.

INVESTMENT ALLOWED ON DEPOSITS, (including Surplus) at 5 per cent.

From individuals or corporations, for a period of six months, or to be paid in thirty days notice, 5 per cent.

For a less period, or on shorter notice, 4 per cent.

JOSEPH LAWRENCE, PETER COOPER,

ROBERT KELLY, LUTHER BRADISH,

EDWIN D. MORGAN, THOMAS THISTLETOW,

FRANCIS M. MORSE, JAMES W. MORSE,

J. C. SWYDAM, D. H. ARNOLD,

SHEPHERD KNAPP, CHARLES BILL,

WILLIAM TICEVER, WILLIAM SHEPPARD,

PAUL PHELPS, FREDERIC WHEELWRIGHT,

JOHN S. HARRIS, EDWARD COFFIN,

DAVID HADFIELD, THOMAS SLOCUM,

CLOTHIER, CLINTON L. STONE,

JOHN SMITH, JOHN JACOB ASTOR, Jr.,

DANIEL S. MILLER, BURR D. WALWORTH,

GIDEON O. HALSTEAD, JOSEPH LAWRENCE, President.

JOHN A. STEWART, Secretary.

OFFICE OF THE HOME INSURANCE CO., NEW YORK.—New York, July 21, 1856.

THE DIRECTORS of this Company have this day declared a Semi-annual Dividend of FIVE PER CENT., payable on demand.

By order of the Stockholders. J. M. SMITH, Secretary.

THE ALLENTOWN RAILROAD COMPANY.—Having passed their organization by the election of the following Board of Directors, viz: J. F. A. Seaman, Theos. D. Davis, John O. Sargent, Samuel J. Head, Ruth D. Deacon, Grant J. Butterfield, F. C. Geddes, William H. Williams, New York, C. D. Barnes, John C. Frazee, G. F. Frazee, and others, open their books for subscription to their Capital Stock, at the office of SAMUEL J. BEALS, No. 15 Washington, New York. The Company respectfully inform their stockholders, that the construction of their line, and which will connect the Lehigh Valley Railroad with the Lehigh River, is now in progress, and will be completed in time to receive the traffic of the Lehigh Valley, Chief Engineer to the Company. This statement will at a glance show the vast importance of the proposed works. It is also to be observed, that a new system of roads and certain ramifications of merchandise between their city and the great interior of the country.

New York, July 1, 1856.

The Allentown Railroad forms the only connexion link in the direct east and west rail-road route from New Jersey, Pennsylvania, to which the people of New York and of the West have long been looking with anxiety, and which the Lehigh Valley Railroad now in progress, will complete. The construction of the Danbury and New Haven Railroad, also in operation, and communicating with the Southern antislavery road of Southington County, Connecticut, and at Danbury with the Pennsylvania Railroad.

The distance is 28 miles. The grades, coming toward New York, will not exceed twelve feet to the mile.

The route completes the connection between, for railroads now in operation, the Hudson and the Pennsylvania.

The Lehigh Valley, which is 1½ miles near the Town of Danbury, connects the eastern terminus of the Danbury and New Haven Railroad, also in operation, and communicating with the Southern antislavery road of Southington County, Connecticut, and at Danbury with the Pennsylvania Railroad.

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